

(No Model.)

G. H. HUTTON.

JUMP SEAT.

No. 305,005.

Patented Sept. 9, 1884.

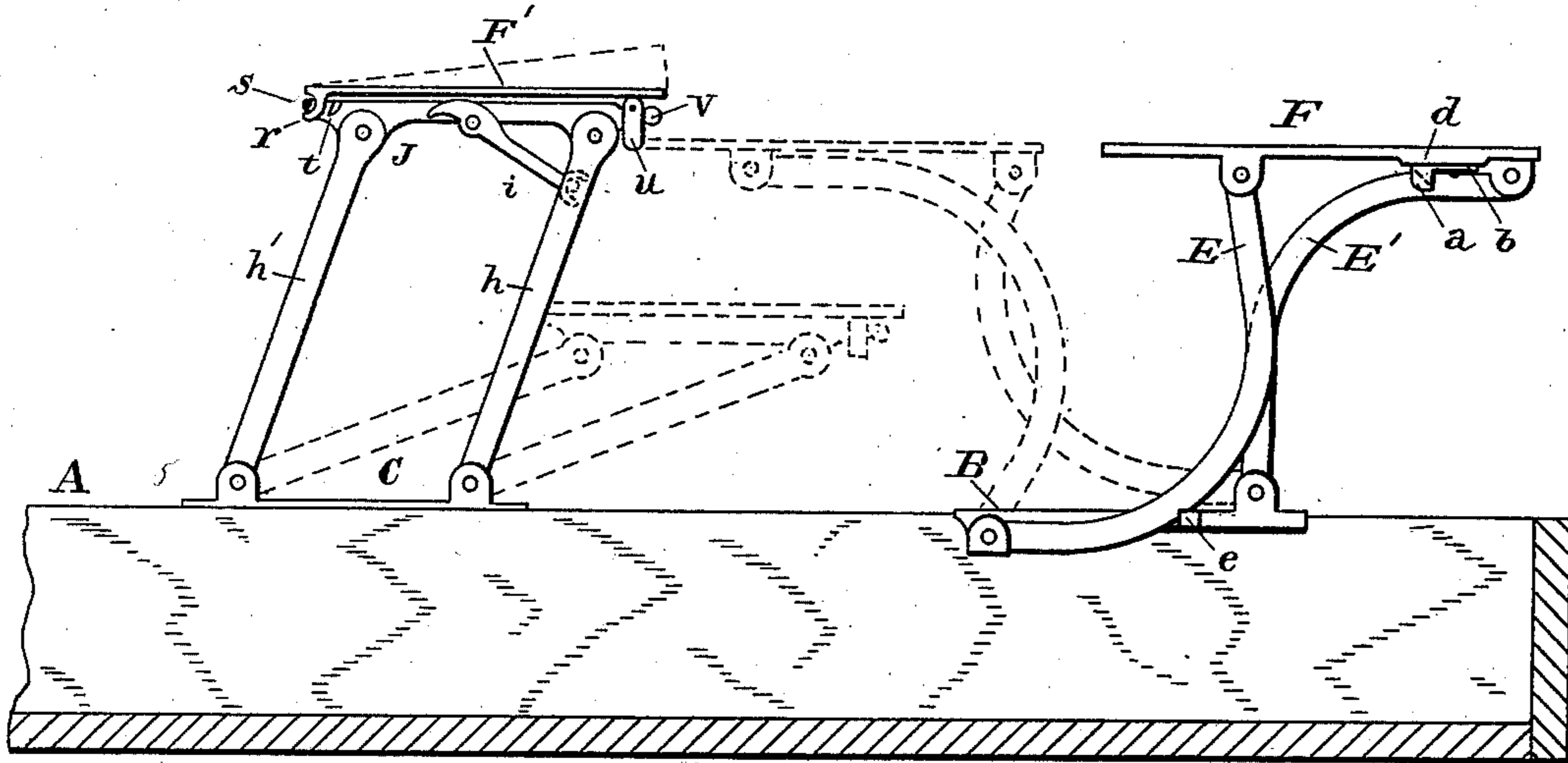


Fig. 1.

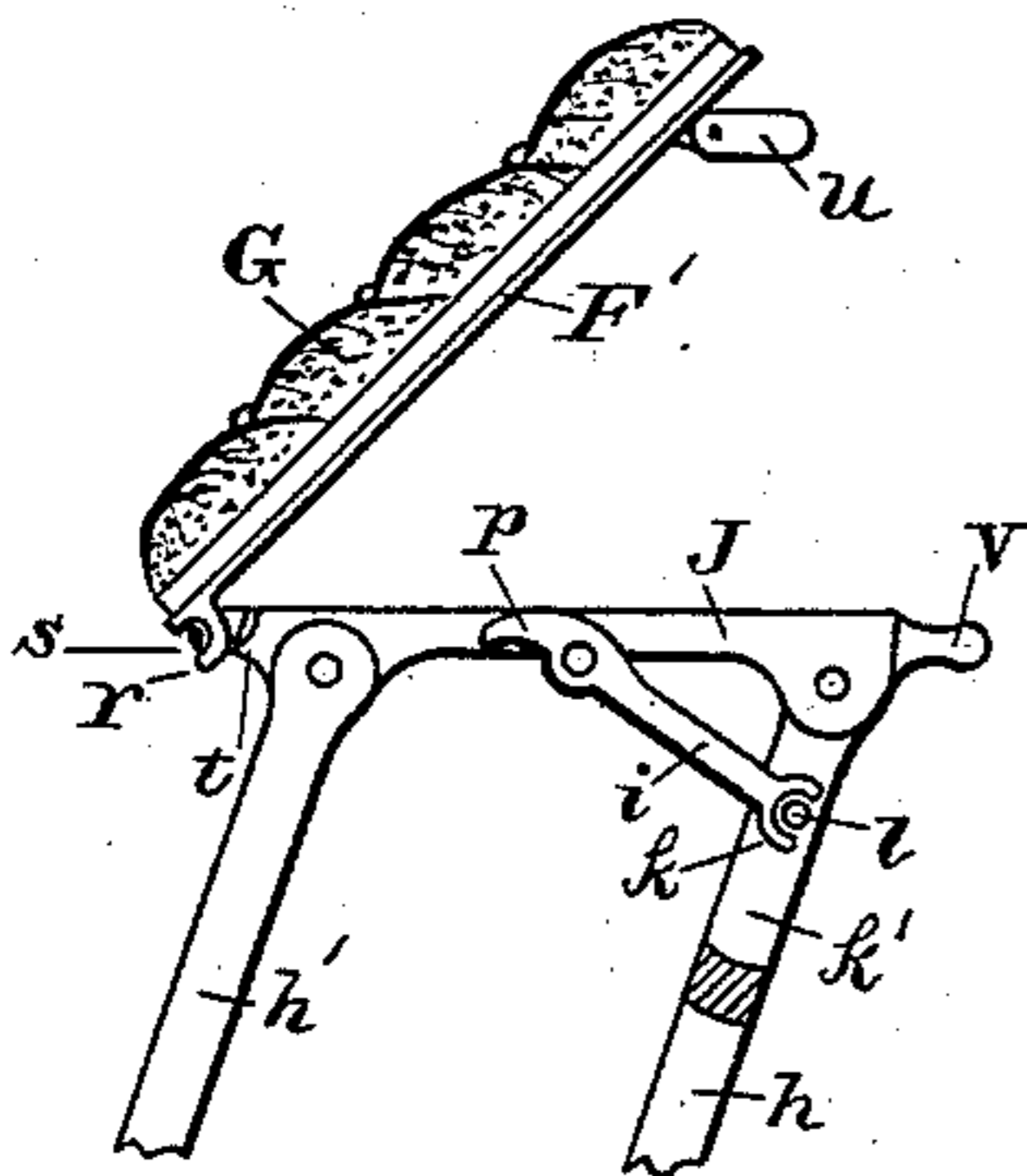


Fig. 2.

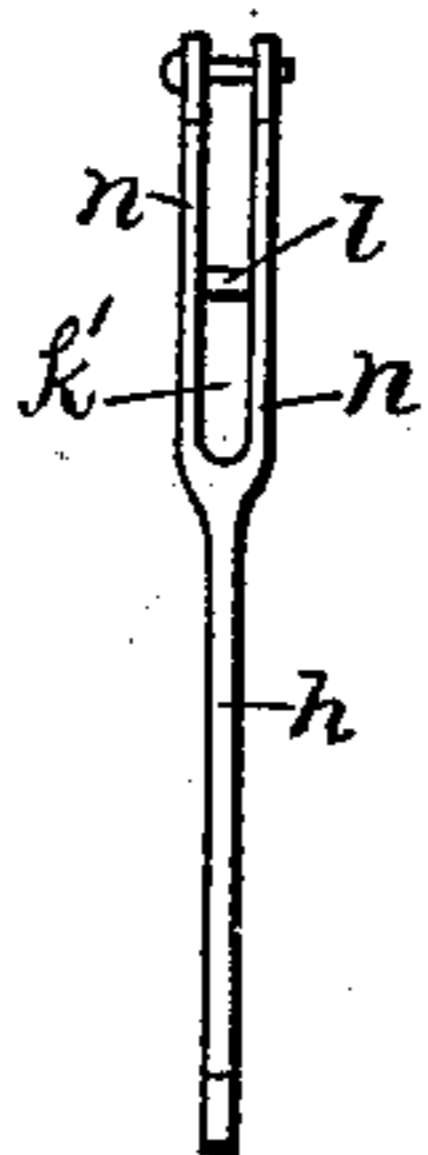


Fig. 5.

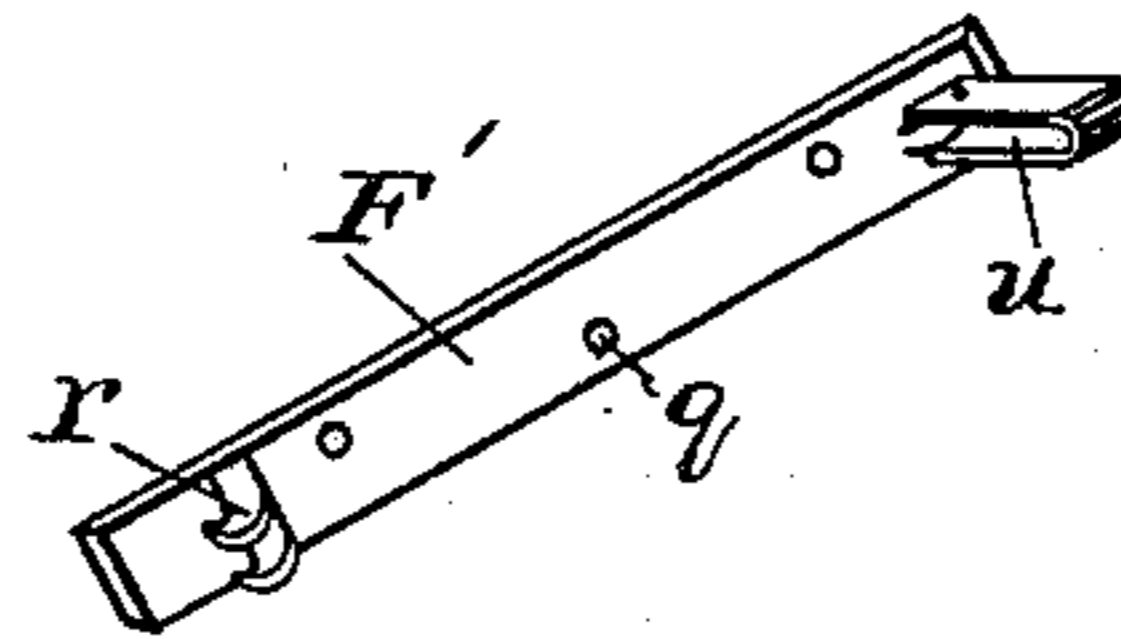


Fig. 6.

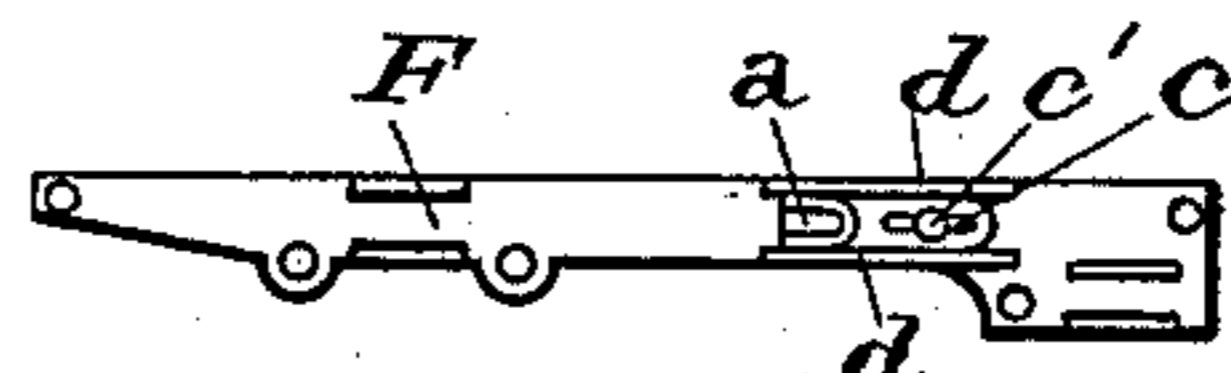


Fig. 7.



Fig. 3.

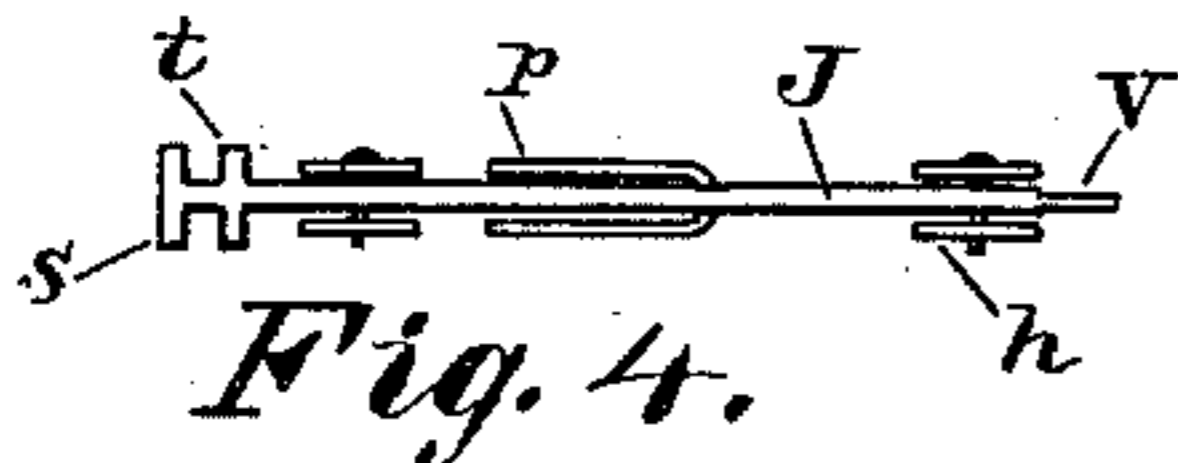


Fig. 4.

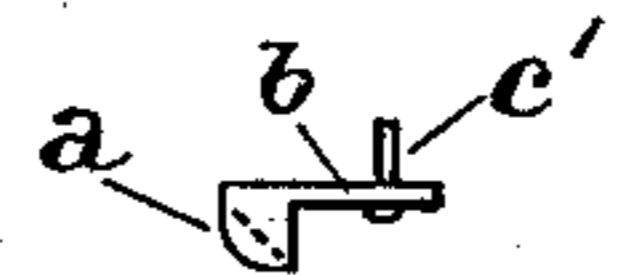


Fig. 8.

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UNITED STATES PATENT OFFICE.

GEORGE H. HUTTON, OF BALTIMORE, MARYLAND.

JUMP-SEAT.

SPECIFICATION forming part of Letters Patent No. 305,005, dated September 9, 1884.

Application filed May 28, 1884. (No model.)

To all whom it may concern:

Be it known that I, GEORGE H. HUTTON, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Jump-
5 Seats, of which the following is a specification.

My invention relates to an improved jump-seat for carriages and wagons; and it consists of the construction and combination of parts
10 hereinafter described and claimed.

The invention is illustrated in the accompanying drawings, in which Figure 1 is a view of a wagon-body in section, showing the front and rear seat-irons. Fig. 2 is a view of the
15 front seat-irons, showing how the seat may be detached therefrom. Fig. 3 is a view of the stop-brace. Fig. 4 is a top view of the iron for the front seat. Fig. 5 is a view of one of the front-seat standards seen in a position transverse to that shown in Figs. 1 and 2. Fig. 6
20 is a view of the top plate to which the front seat is attached. Fig. 7 is a view of the top plate to which the back seat is attached. Fig. 8 is a view of the supporting-rest for the top plate of the back seat.

The letter A designates the frame of the carriage-body, whereon sets the sill-pieces B C, which support the seats. The top plate F for the rear seat is supported on the two curved
30 standards E E'; when the seat is in the back position, as seen in Fig. 1, the front standard, E, is sustained on the supporting-rest e, which projects laterally from the sill-plate B. When the back seat is in the front position, (indicated
35 by dotted lines,) the front standard, E, is sustained by the supporting-rest a on the top plate F. This supporting-rest is cast separately and is shown in Fig. 8. It consists of the rest-plate a, having a shank, b, with a slot,
40 c, in it. The shank has position on the under side of the top plate between two parallel strips, d, cast integral with said plate. Before being finally secured, the rest a may be moved or adjusted toward or away from the front stand-
45 ard, E, so as to bear on it at exactly the right point, and thereby give to the seat, when turned forward, just the position desired. A rivet, c', is passed through the slot c in the shank and through a hole in the top plate,
50 and when the rest a has been adjusted to suit,

the rivet is hammered down and tightens the shank firmly to its position. A front seat, G, is supported on pivoted standards h h' to the sill-plate C. A stop-brace, i, is pivoted to the top iron, J, and its lower end has a prong
55 or notch, k, which bears against a pin, l, on the rear standard, h. This standard is bifurcated or double pronged at the upper end, and one prong, n, takes position on each side of the joint-lug m on the top iron. The pin l is be-
60 tween the two prongs n. By this construction a slot or space, k', is formed between the prongs through which the notched end of the stop-brace passes at the time the front seat is lowered back. The upper end of the stop-brace
65 extends beyond the pivot, and is divided into two parts, p, and one part takes on one side, and the other part on the opposite side of the top iron, J. When the notched end of the top brace is bearing against the pin l, as in Figs.
70 1 and 2, the extended ends p are even or flush with the upper edge of the top iron. It is not essential that the upper end of the stop-brace have two parts, p, extended. It is entirely practicable if one part only extends beyond
75 the pivot. A top-plate, F', is attached to the front seat, G, by screws entered through holes q. The top plate sets upon the top iron, J, and bears down on the extended ends p of the stop-brace. This top plate has near one end
80 two hooks, r, which straddle the said top iron. These hooks engage with lugs s projecting from either side of the top iron, said lugs being at one end thereof. Another lug, t, also on each side of the iron, prevents the
85 hooks slipping away from the lugs s. The hooks r and lugs s comprise a separable hinge, by which the front seat, G, may be readily detached from the top iron. The attachment of the seat is effected by first turning one edge of
90 the seat up, as seen in Fig. 2, then lifting the hooks from between the lugs. The top plate F' has at its other end a loop, u, pivoted at its upper part, whereby its lower part may be moved or swung. The loop depends from the
95 plate and takes over a horizontal end, v, of the top iron, J. When it is desired to detach the seat, the loop must first be freed from the end v. The loop is long enough for its lower part to depend below the horizontal end, say, 100

a half to three quarters of an inch, giving the loop that much play under the end *v*. Therefore, without swinging the loop to free it from horizontal end, one edge of the seat may be raised to the extent indicated, (half to three quarters of an inch.) When the seat has been thus slightly raised, the standards *h h'*, which set at an inclined position, may be moved to bring them more nearly upright, whereupon the notched end of the stop-brace will drop away from the pin *l* and take position just below said pin, and then the seat may be lowered back, the notched end of the brace passing through the slot or space *k'* between the prongs. It will be understood that a top plate, *F'*, having a loop, *u*, is at each end of the front seat, *G*. It will be seen, therefore, that by this construction the seat may readily be lowered back by a person at either side of the carriage-body simply raising one edge of the seat; and the seat may also be elevated from the lowered or back position and secured upright just as conveniently. When the seat is elevated, the notched end of the stop-brace *i* will, by the weight of the seat and top plate bearing down on its extended ends *p*, be raised and brought against the pin *l*. Thus by hinging the seat at one edge the stop-braces at both ends of the seat are regulated.

Having described my invention, I claim and desire to secure by Letters Patent of the United States—

1. A jump-seat iron having curved standards *E*, pivoted to the sill-plate and top plate, the latter being provided with two parallel strips, *d*, and a supporting-rest consisting of a separate piece, *a*, having a shank, *b*, provided with a slot, *c*, and a rivet, *c'*, securing the slotted shank to the top plate, as set forth. 35

2. In a jump-seat iron, a pivoted standard provided with a double prong having a slot, *k'*, and a pin, *l*, between the two prongs, in combination with a stop-brace pivoted to the top iron, and having one end notched to take on the said pin, and also adapted to pass through the said slot, as set forth. 40 45

3. The combination of a seat hinged at one edge, and provided at its other edge with a loop adapted to secure the seat to its support, and yet allow the seat to be raised slightly, pivoted standards supporting the seat, provided with a pin, *l*, and a pivoted stop-brace having an extended part, *p*, at one end, on which the seat may bear, and a notch at the other end to engage with the said pin, as set forth. 50 55

In testimony whereof I affix my signature in presence of two witnesses.

GEORGE H. HUTTON.

Witnesses:

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CHAS. B. MANN.